AMENDMENTS TO THE SPECIFICATION:

Please amend the paragraph at page 4, lines 26-30, to read as follows:

Fresh charge air is drawn into the compressor section 15b of the turbocharger 15 and is then relayed via an intake passage 19 to the intake valves "i" of the cylinders 10, 11, 12 and 13, the charge air passing through an intercooler on its way to the cylinders. Fuel delivery means 21 are provided for delivering fuel into the air to be mixed therewith.

Please amend the paragraph at page 6, line 26, to page 7, line 2, to read as follows:

The compressed air supplied to the turbocharger 105 will be supplied at a first pressure and will then be pressurised to a higher second pressure by the turbocharger 105. The pressurised air leaving the compressor 105b passes through a duct 115 to be recombined with air flowing through the bypass passage 114. The combined air flow then passes through an intercooler 116 and an intake duct 117 to the intake valves "i". Fuel delivery means 119 are provided for delivering fuel into the air to be mixed therewith.

Please amend the paragraph at page 9, line 29, to page 10, line 14, to read as follows:

The FIG. 3 engine works with charge air being drawn in via an air filter 304 into the compressor part of the low pressure turbocharger 301. The pressurised air then flows out via a passage 305 to a bypass valve 306 or to the compressor part of a high pressure supercharger 302. Then the charge air pressurised in the high pressure supercharger 302 flows out through the passage 307. The bypass valve 306 could be controlled by the engine management system to control the amount of pressurised charge air flowing into the compressor of the supercharger 302. Alternatively, it could be a simple mechanical pre-loaded valve which would open at a defined pressure to limit the pressure of the scavenge air flowing as an input to the compressor of the supercharger 302. The bypass scavenge air and the pressurised air exiting the supercharger

302 are mixed before they flow through an intercooler 308 and then on to the cylinders 303, 304, 305 to be delivered via inlet valves "i". Fuel delivery means 310 are provided for delivering fuel into the air to be mixed therewith.

Please amend the paragraph at page 11, lines 15-20, to read as follows:

Air exiting the low pressure compressor 405 or passing through the bypass valve 406 then flows on to a high pressure turbocharger 407 to be compressed in the turbocharger and then output via a duct 408 to an intercooler 409 and then on to the cylinders of the engine via inlet valves "i". Fuel delivery means 413 are provided for delivering fuel into the air to be mixed therewith.

Please amend the paragraph at page 12, lines 4-32, to read as follows:

FIG. 5 shows a variation on the turbo-charging system of the engine of FIG. 2, the turbo-charging system beneficially modified to assist starting of the engine (apart from during starting, the engine will operate as described above). The additional feature of the engine is the starting valve 520. This will be controlled by the engine management system. During engine starting the starting valve 520 will be closed. Also the controller will vary the operation of the exhaust valves. By closing the valve 520 and varying operation of the exhaust valves the controller can arrange the engine to operate such that gas is compressed in each of the combustion chambers and then expelled via the exhaust valves "a". The expelled gas powers the high pressure turbocharger 502 and starts it spinning. The gas exhausted from the turbine of the turbocharger 502 is then fed back into the combustion chambers via the exhaust valves "b". The gas that is fed back in is then pressurised again, let out by the exhaust valves "a" and the cycle is repeated. This

enables the engine to work as a pneumatic pump to start the high pressure turbo charger 502 spinning rapidly prior to injection of fuel into the combustion chambers and starting of the engine. This is very beneficial, particularly since the recirculated air will be hotter than fresh charge air. Providing this facility removes the need for a supercharger or an electrically driven compressor, which would be typically chosen to assist starting of a compression ignition engine not having the fast start mode of operation illustrated in FIG. 5. Fuel delivery means 521 are provided for delivering fuel into the air to be mixed therewith.

Please amend the paragraph at page 13, lines 9-22, to read as follows:

FIG. 6 shows a further example of an engine according to the present invention. In this variant each cylinder has an additional type of exhaust valve "c". The exhaust valves "a" and "b" will be operated as described before, save during engine braking and engine starting when the valve "c" may be used. The additional exhaust valves "c" are connected via passages 601, 602, 603 to a storage tank 604 for storing compressed gases. The valves "c" are controlled during engine braking to allow compressed gases to flow from the cylinder to the storage tank 604. The valves "c" can then be opened when needed (e.g. on starting of the engine) to supply previously stored compressed gases to the cylinder, e.g. to expand in the cylinder and drive the pistons to reciprocate. Fuel delivery means 621 are provided for delivering fuel into the air to be mixed therewith.